

STATEMENT OF OBJECTIVES

Overall Objectives: The DoD supply and transportation domains are inextricably linked. Similarities in technical requirements with respect to integration of supply chain and distribution related data led to the decision by the Defense Logistics Agency (DLA) and United States Transportation Command (USTRANSCOM) to converge management of the DLA Integrated Data Environment (IDE) and the USTRANSCOM Global Transportation Network (GTN) programs. IDE/GTN Convergence (IGC) is a management initiative that allows USTRANSCOM and DLA to satisfy their current and future capability requirements by leveraging services and synchronizing investments to their existing system infrastructures.

The primary goal of the Integrated Data Environment / Global Transportation Network Convergence is to provide supply chain, distribution, and logistics information fusion through common integrated data and application services to enable development of cohesive Command & Control (C2) and business decision solutions both by and for the Combatant Commands (COCOMs), Services, Joint Staff, Agencies, and other Federal organizations. The primary objectives of the strategy are:

- A state-of-the-art capability to perform reporting, ad hoc queries, multi-dimensional analyses, drill-down, and data mining (i.e. transform disparate data into decision quality information).
- A single point of access to data within DLA and USTRANSCOM, and between DLA/USTRANSCOM and external systems; ensuring consistent access to common, authoritative logistics data, business rules, and reliable information; enabling other programs to develop more effective solutions faster and at less cost.

The IGC is a System of Systems initiative responsible for the synchronization of capabilities delivered through utilization of loosely-coupled services provided by USTRANSCOM's GTN Enterprise Data Warehouse and DLA's IDE.

USTRANSCOM will fulfill Transportation and Distribution Process owner requirements utilizing IDE Services. In the future, DLA may choose to fulfill logistics requirements utilizing EDW services. Funding from one command does NOT augment the funding of the other command's program; efficiencies are a result of utilizing services. In the future, additional systems beyond the GTN EDW and IDE could be included as part of the IGC.

IGC will result in a net-centric architecture that provides patterns for design, development, deployment, and management of a loosely coupled application infrastructure. In this framework, militarily significant capabilities will be created via multiple programs utilizing the ability to publish and consume data and reusable technical and business services from the IGC.

The IGC implementation plan has been refined into an overarching program schedule which sunsets legacy GTN components in FY10. It is an incremental plan comprised of several spirals to leverage planned IDE enhancements, synchronize with several other

USTRANSCOM / Distribution Process Owner (DPO) / Joint development initiatives, and inject investment into the converged environment rather than the old GTN infrastructure.

Specific Objectives:

- Retire the existing GTN data store and application.
- Provide Common Integrated Data. All data used for decision support emanating to and from DLA and USTRANSCOM is discoverable and able to be published to and subscribed from the IGC environment, thereby ensuring reliable, consistent, and uniform decision making.
- Provide Timely Access To Improved Historical Data. Create an automated infrastructure to capture and broker five years of historical information for use in C2, forecasting, and decision making.
- Position the IGC Enterprise Data Warehouse as the single data warehouse utilized by DLA and USTRANSCOM for decision support, thereby providing supply chain, distribution, and logistics data that is visible, accessible, understandable, and trusted across the end-to-end enterprise.
- Provide Joint Deployment and Distribution Enterprise (JDDE) information, data, and status in a form suitable for the decision making and planning processes of the combatant commander and staff and for supporting JDDE elements, thereby ensuring data whose pedigree is common throughout the enterprise.
- Improve Return On Investment. Implement a development process that reduces overall development and sustainment costs to DLA and USTRANSCOM.
- Manage risk associated with the IGC program.
 - Cost, schedule, performance risk
 - Change management
 - Technical risk
- It is the goal of the IGC program to implement a COTS solution on-time and within budget.
- Deliver Improved Capabilities. Subject to Joint-Functional Requirements Board (J-FRB) & Distribution Process Owner (DPO) Executive Board approval, enable End-to-End supply chain and distribution visibility capabilities:
 - Visibility of airlift mission schedules, actual aircraft departures and arrivals, and summary information on what aircraft (AMC organic or contracted commercial) are carrying (OPLAN ULNs, short tons of cargo, and number of passengers).

- Visibility of passenger/cargo movement requirements and tracking, and airlift capabilities information.
- Visibility of detailed data concerning items of cargo arriving, departing, and on-hand at water ports, including ship manifest/booking and unit and non-unit cargo.
- Visibility of Air Force air cargo and passenger information for planning, command and control, and ITV.
- In-transit and container visibility of materiel and assets from origin (depot or vendor) to destination for OCONUS shipments; movement status on cargo moved within CONUS, and OCONUS to CONUS shipments.
- Visibility of movement characteristics and movement configuration.
- Visibility of shipping status for contracted commercial air, motor, ocean, and rail movements; as well as, associated financial data.
- Visibility of advance movement requirement information on munitions and release-to-port information.
- Visibility of tracking data on explosives shipments.
- Visibility of individual and group movement data pertaining to offer confirmation, requests, and passenger names.
- Visibility of inventory, maintenance, and movement status for both DOD-owned intermodal containers and the Defense Freight Railway Interchange Fleet, and movement status for commercial leased intermodal containers.
- Visibility of movement departure information and distribution information on propositioned equipment manifested on ships.

Conclusion:

In general, the objectives provided in this Statement of Objectives represent the required capabilities which DLA and USTRANSCOM will need to attain their convergence goals.

- A state-of-the-art capability to perform reporting, ad hoc queries, multi-dimensional analyses, drill-down and data mining; and
- An information backbone for other programs to develop more effective solutions faster and at less cost.

The IGC will form an enterprise foundation for users to make effective decisions by providing access to authoritative data and information. The highlight of IGC will be its

cross-functional capabilities. The converged environment will provide web-based information retrieval and analysis tools to authorized users accessible through a web browser and will make it possible to easily share data as the DoD reengineers business processes using enterprise resource planning programs or other modernization efforts and will reduce the effort required to establish external interfaces.